



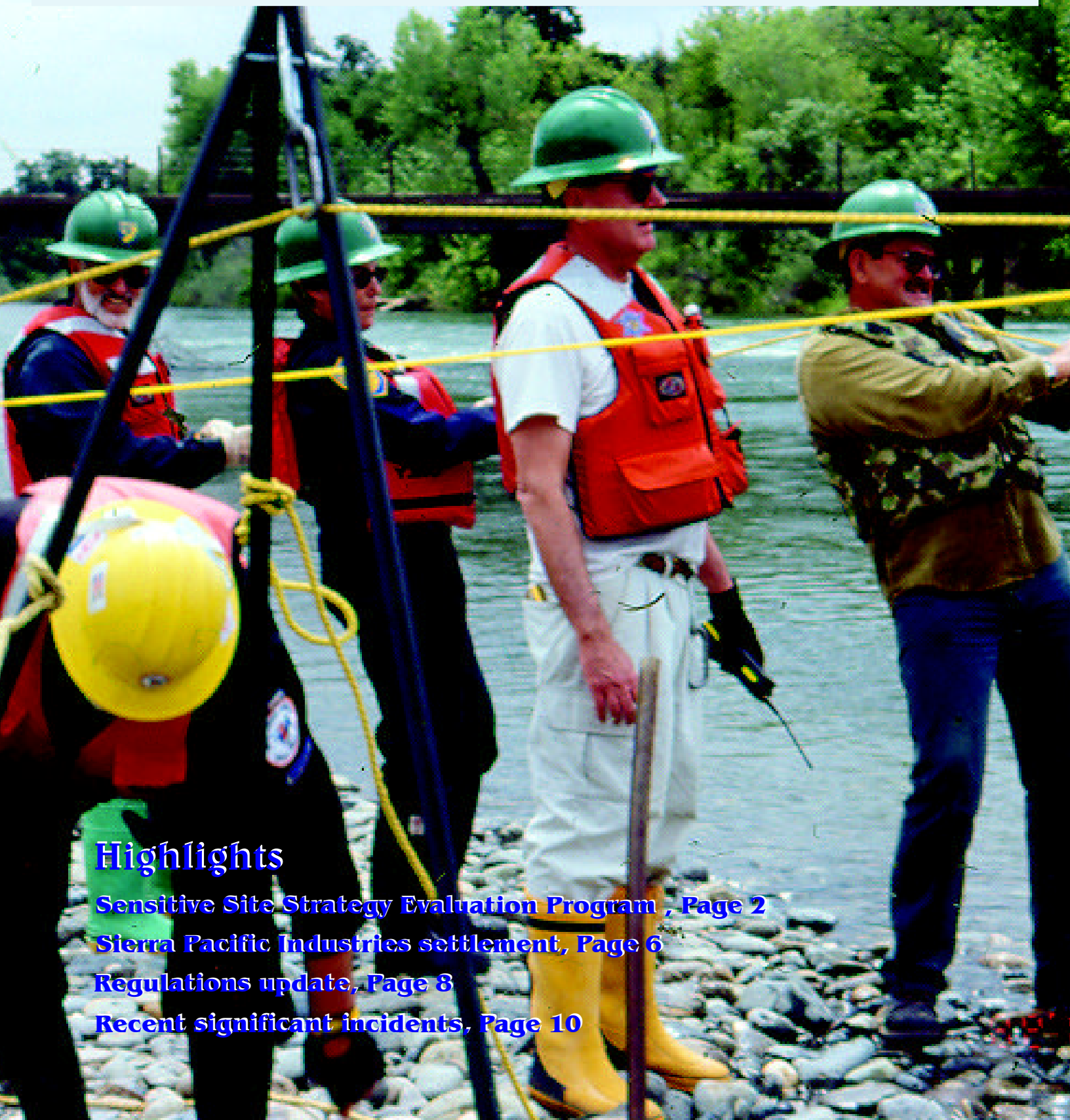
THE

# OSPR NEWS

California Office of Spill Prevention and Response

Winter 2004

Issue 1 Vol. 11



## Highlights

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# Ensuring Protection of California's Coastal Resources

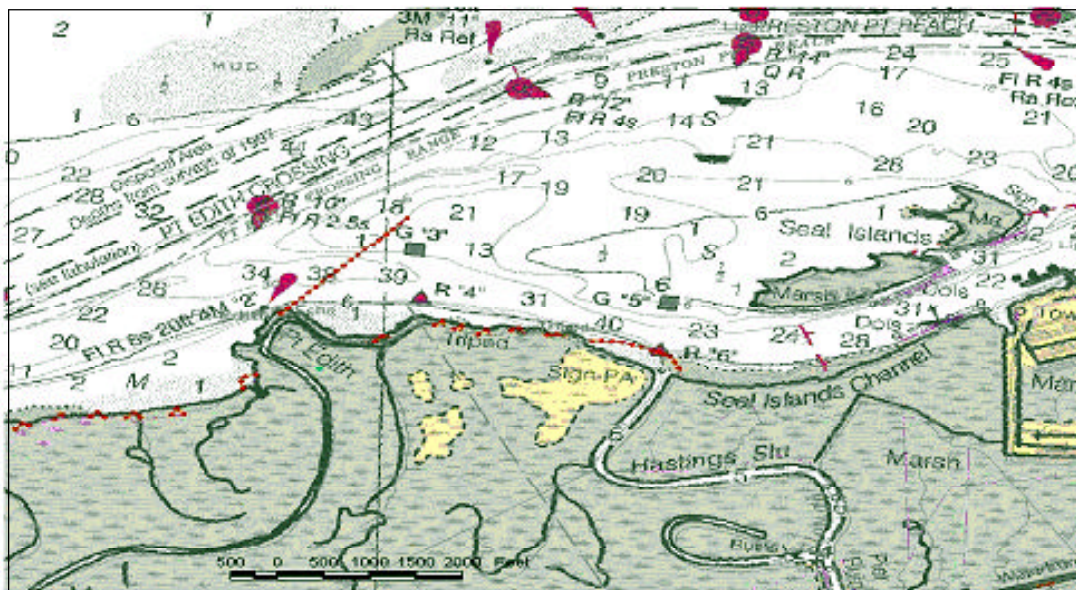
*by Dave Price, OSPR Environmental Scientist*

## Sensitive Site Strategy Evaluation Program

One of the top challenges in protecting California's natural resources from the effects of an oil spill is ensuring that the strategies for their protection are effective. There are over 400 designated environmentally sensitive sites and associated protection strategies in California's coastal waters. To meet the challenge of protecting sensitive sites, OSPR has developed the Sensitive Site Strategy Evaluation Program (SSSEP).

The SSSEP is a program to test and evaluate the effectiveness of "protective response strategies." These protective response strategies have been designed to exclude or divert oil spills away from sensitive sites. Tides and currents, wind, water depth, and obstructions can have dramatic influence on how a strategy is designed and performs. The need to test and evaluate these response strategies is critical to ensure that the strategies do work in an actual oil spill emergency to protect sensitive resources.

To identify which sites are in need of testing, OSPR selected a list of high priority sites from the San Francisco Area Contingency Plan. These sites are susceptible to oiling within the first 24 hours of a spill. Strategies were then evaluated to identify sites that could be tested in a manner that would not affect either the site's sensitive habitats or wildlife, but would provide essential



**Hastings Slough's protective response strategy calls for deflecting incoming oil on a flood tide into the main channel, and out of the marshes to the east.**

### THE OSPR NEWS

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**Editor:** Dana Michaels

**Cover photo:** OSPR responders practice fast-water booming in the American River, near Sacramento. Left to Right: Ken Wilson, Dara Chavoen, warden Mike Fitzsimmons, and Lt. Dutch Huckaby.

information about the strategies' effectiveness. OSPR has worked with the U.S. Fish and Wildlife Service (USFWS), Coast Guard, National Marine Fisheries Services (NMFS), and Environmental Protection Agency (EPA) to develop an exercise protocol that provides for sensitive habitat and species protection during the exercises.

On May 14, 2003 the first exercise of the SSSEP was conducted at Hastings Slough in Suisun Bay. Clean Bay, a California oil spill response organization (OSRO), successfully deployed the San Francisco Area Contingency Plan's response strategy for protection of Hastings Slough and adjacent marshes.





**Clean Bay deploys boom off Point Edith to test the Hastings Slough Response Strategy. Currents on a flood tide rip through this area. As a result of this exercise, the strategy's boom deflection angle will be modified in the ACP.**

California contingency plan holders are required to protect environmentally sensitive sites that may be impacted by an oil spill. To protect these sites, plan holders must own or contract for the required response resources and be knowledgeable of all booming, response strategies, and the geographic areas in which they operate. Plan holders are required to have an effective plan in place that ensures on-scene delivery of necessary equipment and personnel within the first few hours of a spill. Most plan holders form their plans based upon the response strategies contained in the regional Area Contingency Plans (ACP).

In a cooperative venture, OSPR, the San Francisco Area Committee and OSROs have worked together to conduct the SSSEP. The participating OSROs are Clean Bay, Foss, Marine Spill Response Corp. (MSRC) and National Response Corp. (NRC). These OSROs provide the vast majority of San Francisco plan holders with their spill response services, and volunteered their time and efforts to test the response strategies. Both OSROs and their associated plan holders receive credits for equipment deployments and sensitive site protection as part of their participation in the SSSEP.

Each OSRO selects one strategy per calendar quarter to test from the list of high priority sites. The OSRO



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**San Pablo Creek Marshes are protected by this exclusion booming strategy. Foss Environmental was able to access and deploy boom to validate this strategy in a very shallow section of San Pablo Bay.**



NRC tested the Herons Head Park deflective booming strategy. One can see tidal current effects pushing this boom even on a calm day. A new and developing marsh on the opposite shore will call for changes in the strategy.

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deploys the site-specific strategy as described in the ACP. OSPR, representatives from the Area Committee and the OSRO then evaluate the deployed strategy to determine if the strategy can perform as predicted. The strategy is validated if it performs as expected. If modifications to the existing strategy or a new strategy are necessary, a revised strategy is developed and then presented to the Area Committee for adoption into the ACP.

MSRC conducted the Martinez Marsh exclusion booming strategy, a shallow water site that called for small boats and shallow water operations. A secondary inlet with obstructions was identified, evaluated, and its coordinates were recorded.





The SSSEP is currently a five-year pilot program, designed to test and evaluate 16 site-specific response strategies per year in the San Francisco region. The SSSEP is providing important information on just how effective our strategies are and what we can do to improve them. OSPR's future goal is to expand the SSSEP into California's other ACP areas.

**SSSEP Evaluation Team  
and stakeholders aboard  
NRC Response Vessel  
Columbia at the Hastings  
Slough exercise debriefing.**

*All photos by Dave Price, OSPR and  
Terry Joslin, BlueWater and Associates*



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## Inside OSPR

### Recent Arrivals

#### **BRIAN ARNOLD, FISH & GAME LIEUTENANT**



Fish and Game **Lieutenant Brian Arnold** transferred from DFG's Marine Region to OSPR's southern San Francisco Bay Lieutenant position, March 1, 2003. That position was vacated by Larry Kirsch when he was promoted to Captain. Arnold has worked for the Department for over thirteen years in various capacities with the Central Coast Region and the Marine Region. He holds a Bachelor of Science degree in Health and Biological Sciences, and will compliment our current Enforcement supervisory and management team.

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# Sierra Pacific Industries settles Mad River Slough Incident

*By Dana Michaels, Information Officer and Wendy Johnson, OSPR Staff Counsel*

The Department of Fish and Game OSPR, in a joint agreement with the North Coast Regional Water Quality Control Board (Water Board) and Humboldt County District Attorney – represented by Deputy D.A. Paul Hagen – reached an \$800,000 settlement with Sierra Pacific Industries, Inc. (SPI), in an enforcement case involving water and soil pollution caused by SPI's Arcata Division Sawmill, located adjacent to the Mad River Slough, near Manila, California.

furans, and other pollutants associated with operations at the sawmill. The Mad River Slough – an estuary area connected to Humboldt Bay – is an important source of food for wildlife and aquaculture activities.

“This settlement holds Sierra Pacific accountable for the pollution it caused, prevents future contamination of the Slough and funds important wetlands projects in the Humboldt Bay,” said Lockyer.

The investigation was triggered when a DFG wildlife biologist observing the area from an airplane noticed a dark plume being released from the SPI sawmill, which is located on the west bank of the Slough (as in photo at left).

After identifying the problem, Fish and Game Warden (now Lt.) Jon Willcox began investigating the matter and notified the Water Board. In October 2001, the Water Board issued a cleanup and abatement order directing SPI to remediate the contamination, and followed-up in June 2002 with a request to SPI to complete a human health and ecological risk assessment. The cleanup and risk assessment are in progress.

The settlement further bolsters these ongoing cleanup activities, by requiring SPI to complete the risk assessment and cleanup, as directed

by the Water Board. SPI must also construct a pond, roof, drainage, and conveyance systems to prevent the pollution from occurring again, and cleanup residual woody debris remaining from prior discharges.

The settlement further stipulates that SPI will comply with all Water Board orders, and further reiterates compliance with Fish and Game Code section 5650. This – the oldest water pollution law in the U.S. – makes it illegal to permit any substance or material that could harm fish, plants, or birds to get to any areas where it could pass into waters of the State.



**Aerial view of pollution entering Mad River Slough from the SPI sawmill.** DFG photo by Jon Willcox.

Key provisions of the settlement require SPI to clean up the pollution and pay \$500,000 to fund environmental restoration projects.

The settlement follows a three-year investigation by DFG and the Water Board, who were represented in the case by Attorney General Bill Lockyer. The investigation, initiated by a DFG warden, determined SPI had discharged into the Mad River Slough sawdust, petroleum and petroleum by-products, zinc, copper and other metals, pentachlorophenol (PCP), tetrachlorophenol (TCP), associated wood treatment chemical by-products such as dioxins and





**Contaminated run-off water from SPI lumber yard flows into nearby slough and habitat.** DFG photo by Jon Willcox.

SPI agreed, due in part to a natural resources damage assessment prepared by OSPR Resource Economist Steve Hampton, to pay \$500,000 to DFG. The Department will place the money in the National Fish and Wildlife Foundation Environmental Fund for Habitat and Incident-Specific Restoration Projects. These funds will be applied to wetlands restoration and/or enhancement projects in and around Humboldt Bay.

“This is a good resolution for the environment,” said Interim OSPR Administrator Carl Moore.

The remainder will be paid for civil penalties and costs to the State Water Resources Control Board’s Cleanup and Abatement Account and DFG’s Wildlife Pollution Account, where it will be available for use by the State to fund other restoration and cleanup actions.

SPI will pay all Water Board costs for enforcement of this settlement agreement. If the company fails to meet the terms of the agreement, the settlement requires SPI to pay an additional \$100,000 penalty. SPI is also required to provide government officials access to the site at all reasonable times, to inspect the pollution prevention systems,

records and contracts, collect samples for testing, and ensure that the terms of the settlement agreement are being met.

The settlement was finalized and approved by the Humboldt Superior Court in August 2003. Many terms from the State’s settlement were incorporated into a locally-publicized agreement reached in a parallel lawsuit against SPI, filed by the Ecological Rights Foundation (ERF). For example, the ERF settlement includes the \$500,000 in environmental restoration funds that SPI will pay under the State’s settlement. The ERF will receive \$700,000 in attorneys’ fees, costs, and oversight expenses under its agreement. The two settlements require SPI to pay a combined \$1.5 million.

California’s estuaries are fragile. The beneficial uses of these ecosystems require that every community and industry properly control their waste discharges to protect them, and that strong enforcement action be taken when anyone pollutes our waterways.



**Petroleum and other chemicals create a sheen in the waterways near SPI’s Arcata sawmill.** DFG photo by Jon Willcox.

# Regulations Update

By Joy Lavin-Jones, Regulations Analyst

The following details several regulations that have recently been updated, or are in the process of being updated. The current approved language for the updated regulations, along with all regulations promulgated by OSPR, can be found at OSPR's Internet web-site: [www.dfg.ca.gov/ospr/organizational/msb/regulations/regulations.htm](http://www.dfg.ca.gov/ospr/organizational/msb/regulations/regulations.htm).

## Regulation Amendments to Implement SB 849

Under existing law, the Administrator is authorized to collect a fee sufficient to carry out the purposes of the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act. SB 849 (Chapter 514, Statutes of 2002) authorized a one cent increase (from 4 cents to 5 cents) of the maximum fee that can be charged by OSPR on each barrel of oil and petroleum products entering California over or through State marine waters.

As also provided in SB 849, Government Code Section 8670.41 states: "...The Administrator shall charge a non-tank vessel owner or operator a reasonable fee, to be collected with each application to obtain a certificate of financial responsibility, in an amount that is based on the Administrator's costs to implement this chapter relating to non-tank vessels. Before January 1, 2005, the fee shall be ...\$2,500 or less..." The legislation also allows the fee to be reduced for non-tank vessels which pose a reduced risk of an oil spill.

Emergency regulations were approved by the Office of Administrative Law (OAL) to implement the provisions of SB 849. (Emergency regulations allow requirements to go into place in an expedited manner, but we still needed a "regular" rulemaking to follow-up the emergency rulemaking to make the requirements permanent).

The Notice of Proposed Rulemaking was mailed in early February 2003. Public hearings were held in April at the Bay Model Visitor's Center in Sausalito and at the Port of Long Beach. OAL approved the regulations on June 26, 2003.

## Revised Local Government Grant Regulations

The Local Government Grant regulations implement a program that provides money for local governments to complete, update or revise an oil spill contingency plan, to help provide a coordinated oil spill response and cleanup effort between the local government, OSPR, and federal officials. This program has been in place since 1993. All counties that have jurisdiction over or within marine waters have done their initial local oil spill contingency plans, and are now submitting updates. The regulations have been updated to reflect this, as well as make other clarifying amendments. These amendments were approved by OAL on June 6, 2003. The significant changes:

- ★ Limit the inclusion of local governments on the Unified Command only if this accommodation has been pre-arranged in an MOU with OSPR, and only if certain conditions are met, including recognition by the Local Government of the Federal On-Scene Coordinator's and State On-Scene Coordinator's authority to direct oil spill response;
- ★ Clarify and provide consistency with the terms and titles used to describe the Unified Command System; Update geographic boundaries to make them consistent



**Containment boom deployed before fueling operations can keep a spill from spreading, and make clean-up less expensive than an uncontrolled spill.**

DFG photo by Walter Nordhausen.



with the U.S. Coast Guard Designated Areas;

- ★ Refine some of the terms and conditions of the Grant Agreement;
- ★ Amend the format of local plans, for consistency with Area Contingency Plans;
- ★ Clarify the coordination of local governments' oil spill response personnel with that of the State's Incident Command System, which is used within the Unified Command structure; and
- ★ Clarify permissible uses of the grant money.



OSPR's vessel inspections program is a good example of regulations that have led to fewer spills. Here, oil spill prevention specialist Ted Martin checks the equipment aboard a tanker. DFG file photo.

Spills aren't slick!

In California, Oregon, Washington, and British Columbia,  
report oil spills by calling 1-800-OILS-911

## Electronic Technologies Workshop scheduled for January 13-15, 2004 in San Ramon

OSPR and ChevronTexaco are pleased to announce the *Electronic Technologies for Oil Spill Response in the Marine Environment Workshop*. The workshop is scheduled to be held January 13-15, 2004 at the ChevronTexaco Corporate Headquarters in San Ramon, California.

The intent of the workshop is to bring together the Government, industry and commercial oil spill response community for invited presentations and facilitated discussions of current and cutting-edge technologies focused on electronics, remote sensing, and communications for oil spill prevention and response. Representatives in the fields of satellite imagery, high-frequency radar, and spill trajectory modeling have been invited to participate. Additional details will be provided in the next issue of The OSPR News and on the OSPR website —

<http://www.dfg.ca.gov/ospr>



# Significant Incidents Since Our Last Issue

## IMTT/RICHMOND – 7/13/03

**Product:** over 100 gallons #6 bunker fuel  
**RP:** IMTT-Richmond  
**Event:** leak from gasket in 8-inch pipeline  
**Wildlife:** negligible impacts due to product containment

A gasket on an 8-inch recirculation pipeline broke. The pipeline may have been leaking prior to discovery and notification. Cleanup was by Foss Environmental and Worldwide. Soils within the containment area and beyond were saturated with product which leaked for some time into the Santa Fe Channel. Shoreline containment boom remains in place and collected product is recovered using sorbents.

The OSPR, EPA, Coast Guard, Regional Water Quality Control Board, State Lands Commission and Foss monitored the site until cleanup was complete. This was the second significant spill at IMTT-Richmond in approximately one year. OSPR responders: Warden Savannah Morgan, Environmental Scientist (ES) Kathleen Jennings, and Oil Spill Prevention Specialist (OSPS) Vincent Jeffries.



**Section of pipe leaking at IMTT's Richmond yard.**  
DFG photo by Vince Jeffries.

## FV RELIANCE/CHANNEL ISLANDS – 7/28/03

**Event:** fishing vessel sank  
**Product:** 250 gallons diesel, hydraulic fluids, engine oil  
**RP:** vessel owner Dimitry Sharin  
**Wildlife:** potential for oiling; none observed at the time

The *Reliance* sank in 20 feet of water on the south side of Santa Rosa Island, in Channel Islands National Marine Sanctuary and within the South Point State Marine Reserve. The 45-foot vessel's fuel tank carried approximately 800 gallons of diesel. The owner had no insurance. After it was obvious the owner would not attempt to salvage it, the Coast Guard federalized the incident and hired Foss Environmental to remove the remaining contaminants. None were recovered. The batteries and ship-board chemicals such as solvents, detergents, etc. remain on-board. An estimated 200 to 250 gallons of diesel, hydraulic fluid and other contaminants were released into the marine environment. The vessel has not been salvaged. OSPR responders: ES Ken Wilson and Warden Vic Blalack.

## PG&E PIPELINE/CONTRA COSTA Co. – 8/1/03

**Event:** pipeline discharge  
**Product:** gasoline/diesel  
**RP:** PG&E/Padre Associates/Inshore Divers  
**Wildlife:** none observed

PG&E completed an extensive approval process to remove a 12-inch pipeline (Line 182) in 30 feet of water in the channel between Honker Bay and Pittsburg. Padre Associates/Inshore Divers was contracted by PG&E to flush the pipe and remove it.

During the flushing process, product began to surface. The pipeline was immediately shut down. Divers found a 19-foot section of pipe missing. The clean-up crew recovered 760 lbs of contamination; approximately 100 gallons of product. Samples were collected and taken to OSPR's Petroleum Chemistry Lab for analysis. The incident is being investigated by the State Lands Commission, State Water Resources Control Board, and OSPR. OSPR responders: Warden Scott Murtha, ES Carl Jochums and OSPS Ted Martin.



**M/V GENOA, SANTA BARBARA COUNTY – 8/14/03**

**Event:** vessel sank  
**Products:** 65 gallons of marine diesel, hydraulic fluid, engine oil, batteries, shipboard chemicals  
**RP:** vessel owner Gordon Cota  
**Wildlife:** petroleum slick/sheen covered approx ¼ square mile of ocean surface

The marine vessel *Genoa* sank in 27 feet of water, 200 yards east of Stearns Wharf at the Santa Barbara Anchorage. The vessel was reported by the Santa Barbara Harbor Patrol to be in poor repair and had been taking on water for months. The owner had no insurance. He was given the opportunity to remove the contaminants, but his efforts were inadequate and OSPR estimated that only 25 gallons of contaminants were recovered. The batteries and shipboard chemicals such as solvents, detergents, etc. remained on board. An estimated 65 gallons of diesel, hydraulic fluid and other contaminants were released into the marine environment. An attempt to move the vessel failed. The Santa Barbara Waterfront Department is now procuring the money to do the job.

Marine birds and mammals were in the area, but no mortalities were observed. OSPR Responders: Warden Darren Walther, ES Ken Wilson and OSPS Ed Boyes.

**DREDGE MONARCH/SHAG SLOUGH – 9/7/03**

**Event:** barge sank  
**Product:** several thousand gallons waste oil and diesel  
**RP:** unknown  
**Wildlife:** oiled vegetation, limited impacts to terrestrial animals and aquatic invertebrates



A dredging barge sank at Shag Slough near Liberty Island, Solano County. Several thousand gallons of waste oil and diesel were recovered from the tanks on the barge. An unknown amount of oil was released to the environment through leaks in the hull and oiled 1.9 miles of rip rap and vegetated shoreline. Foss Environmental performed cleanup with assistance from Parker Diving. OSPR responders: Warden Savannah Morgan, ES Dave Price and OSPS Ted Martin.

**VINTAGE PETROLEUM/VENTURA CO. – 9/18/03**

**Event:** pipeline break  
**Product:** 12,600 gallons injection water  
**RP:** Vintage Petroleum  
**Wildlife:** no impact observed

A crack in a Vintage Petroleum pipeline released an estimated 12,600 gallons of injection water in Amphitheatre Canyon, Ventura County. Exterior corrosion is the suspected cause of the pipeline crack. Injection water traveled down an intermittent dry creek and was released into the ocean. This injection water contained no petroleum products, but can be classified as deleterious to wildlife. OSPR Responder: Warden Vic Blalack.

**CHEESE FACTORY/CRESCENT CITY – 9/18/03**

**Event:** fire and chemical spill  
**Products:** contaminated water  
**RP:** Rumiano Cheese Co.  
**Wildlife:** 200+ small fish killed

Fumes from cleaning chemicals and about 35,000 lbs. of jalapeño peppers were released into the environment during a fire, along with approximately 400,000 gallons of water used to extinguish it. The release caused a fish kill at Elk Creek near its mouth at Crescent City Harbor. OSPR Warden Mariante organized a Unified Command under the Incident Command System. Air monitoring equipment was flown up from the Bay Area, a hot zone was

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**The dredge Monarch in the Delta's Shag Slough, Solano County.** DFG photo by Savannah Morgan.

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established, and the local school closed. Response continued until September 20 when there was no longer any threat of impact to the environment. DFG Responders: Warden Joaquin Mariante and ES Kris Wiese (OSPR); Biologists Michelle Gilroy, Bill Jong and Larry Preston (Northern California and North Coast Region).

#### US NAVY PIER 10/SAN DIEGO – 9/23/03

**Event:** pipeline flange failure  
**Product:** 2,000 gallons oily waste  
**RP:** U.S. Navy  
**Wildlife:** no visible impact

During the transfer of oily waste from a barge to a land-based pipeline, a flange on the pipeline failed, releasing the incoming oily waste into a subterranean trench that houses the pipeline. Because the trench is concrete-lined and covered with metal grates, the spill went unnoticed until the trench filled with the oily waste (and diesel fuel already in the line), overflowed the trench, and spilled into San Diego Bay. Of the 50,000+ gallons spilled into the trench, approximately 2,000 gallons went into the bay. Fortunately, the oily waste spilled into an area below Pier 10 that is completely boomed with permanent petro-barrier. The oily waste stayed below Pier 10 and was quickly cleaned-up. OSPR Responders: Lt. Paul Hamilton,

Warden Bryan Gollhofer, OSPSes Verne Josey and Jack Prescott, ES Walter Nordhausen.

#### CITY OF L.A./BALLONA CREEK – 9/27/03

**Event:** damaged pipeline  
**Product:** gasoline  
**RP:** City of Los Angeles  
**Wildlife:** no visible impact

Los Angeles city street crews drilled into an 8-inch gasoline line owned by Shell, spilling approximately 8,400 gallons of gasoline. The gas entered the storm drain system, which flows to Ballona Creek. ACTI was hired to contain and clean the spill. Boom was placed at the mouth of the drain flowing into Ballona Creek, and it appeared that only sheen entered the creek. Cleanup continued through October 2, when Los Angeles County Public Works department reported the storm drains were clean. OSPR responders: Warden Kyle Hiatt and ES Corey Kong.

#### MV DAGMAR MAERSK/LOS ANGELES HARBOR, BERTH 401 – 9/30/03

**Event:** spill during fueling operations  
**Product:** approx. 120 gallons IFO 380  
**RP:** *Dagmar Maersk*  
**Wildlife:** no impact observed

While taking on fuel, the cargo vessel *Dagmar Maersk* over-filled a tank, resulting in a spill estimated at 120 gallons. The spill was contained in the area by pre-deployed boom. Cleanup was completed and criminal action is pending. OSPR responders: Warden Bryan Gollhofer, ES Cory Kong, OSPS Jack Prescott, and ES Walter Nordhausen.



Clean-up crew adds containment boom and readies vacuum truck for *Dagmar Maersk*/Los Angeles Harbor fuel spill. DFG photo by Walter Nordhausen.

#### FOSS SAND BARGE/SAN RAFAEL – 10/5/03

**Event:** hydraulic line failure  
**Product:** <80 gals. *Clarity* hydraulic oil  
**RP:** Foss Maritime  
**Wildlife:** shoreline contaminated

A hydraulic line failed on a sand dredge, releasing approximately 200 gallons of





### Sorbent pads used for Foss Sand Barge spill.

DFG photo by Rob Roberts.

“Clarity” hydraulic oil into the hold. As much as 80 gallons of oil was processed with sandy water, and discharged to shore with the sand. As water drained from the sand, a sheen appeared in the waterway. Foss Environmental arrived quickly and deployed approximately 450 yards of hard boom. Due to the oil chemistry (mineral/vegetable base), sorbents did not work. OSPR responder: Lt. Rob Roberts.

### ARDEN PROPERTIES/LOS ANGELES – 10/8/03

**Event:** storage tank overflow  
**Product:** approx. 4300 gals. red diesel fuel  
**RP:** Arden Properties  
**Wildlife:** small fish & invertebrates killed

The float switch on a day tank for emergency generators at a TV station failed. The 13,000-gallon diesel storage tank that was filling it failed to stop the flow when the day tank was full. The day tank overflowed, spilling red-dyed diesel into a storm drain that flows to Centinela Creek, then into Ballona Creek. The oil got to Centinela Creek, but was contained before reaching Ballona, by an LA County public works flood maintenance division employee. When he saw the spill, he quickly built an underflow dam by modifying a highway marker, which prevented the oil from reaching Ballona Creek. Oil remained within a concrete system. OSPR responders: Wardens Kyle Hiatt and Darren Walther, Lt. Paul Hamdorf, Lt. Paul Hamilton; ESes Cory Kong, Robin Lewis, Walter Nordhausen, and Chris Thixton; OSPSes Verne Josey and Jack Prescott.

### F/V DREAMLAND/VENTURA HARBOR – 11/6/03

**Event:** grounded vessel  
**Products:** 200 gallons marine diesel, 37 gallons hydraulic fluid, 5 gallons of motor oil, marine batteries, and shipboard chemicals  
**RP:** vessel owner Rob Day  
**Wildlife:** 300-500 gulls and 4-6 brown pelicans

The 65-foot purse seiner *Dreamland* and its skiff capsized and ran aground at Marina Park, just north of the entrance to Ventura Harbor while returning from a fishing trip. Petroleum contaminants reportedly began to leak from the vessel almost immediately. Concurrent with this discharge, approximately 10 tons of freshly caught squid began to spill from the hold onto the water surface, attracting wildlife into the slick/sheen to feed.

The owner had no insurance. He attempted to salvage the vessel but after no substantive progress was made, the Coast Guard federalized the incident and hired Foss Environmental to remove the remaining contaminants. Because of the time delay, no contaminants were recovered. The batteries and shipboard chemicals such as solvents, detergents, etc. remained aboard. An estimated 240 gallons of diesel, hydraulic fluid, engine oil and other contaminants were released into the marine environment. The vessel was cut up and removed from the beach by Ventura County. OSPR responders: Warden Darren Walther, ES Ken Wilson and OSPS Ed Boyes.



**Red-dyed diesel fuel in Centinela Creek.** DFG photo by Kyle Hiatt.

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### BRUCE JOAB, ENVIRONMENTAL SCIENTIST



OSPR's Scientific Branch acquired scientist **Bruce Joab** in April, 2003, from Cal EPA's Office of Environmental Health Hazard Assessment (OEHHHA). He works in the Resource Assessment Program, on a mixture of NRDA and BRAC/CERCLA assignments.

At OEHHHA Bruce assisted the Regional Water Boards by reviewing ecological risk assessments of contaminated sites. He has also done analytical chemistry work at the Air Resources Board. While working as an environmental consultant, he worked on a variety of ecological risk assessment projects, including sampling and data analysis for several Navy base sites around the San Francisco Bay. Bruce has a Bachelor of Science degree in environmental toxicology from the University of California, Davis, and a Master of Science in environmental toxicology from Clemson University, with research emphasis in aquatic toxicology. He has published scientific papers in both toxicology and chemistry oriented journals.

Bruce had some early experiences that align well with the OSPR mission. While in college, he was a volunteer following the American Trader spill, caring for and washing oiled birds. Following high school Bruce served in the U.S. Navy as an electrician's mate aboard a frigate and minesweepers. He enjoys backpacking, playing guitar, and bicycle commuting.

### COREY KONG, ENVIRONMENTAL SCIENTIST

Corey Kong transferred to OSPR's Los Alamitos office, last March, from DFG's Marine Region, where he was a marine biologist, working on the Market Squid Fishery Management Plan and managing the market squid fishery logbook program. A 1996 graduate of California State University Long Beach, he holds a Bachelor of Science degree in Biology, with an emphasis in ecology and the environment.

Corey joined DFG in 1997 as a Scientific Aide in Long Beach, where he took samples of local commercial fisheries and learned about resource management. Three years later, he became a laboratory technician for the Marine Region's Santa Barbara Office. There, he determined the ages of market squid caught by the local commercial fishing fleet. In his free time, Corey enjoys surfing, fishing for trout, and fishing far offshore for large pelagic game fish.

DFG photo by Chris Thixton





**VICKI LAKE, STAFF ENVIRONMENTAL SCIENTIST**

**Vicki Lake** left State Parks to join OSPR's Base Realignment and Closure (BRAC) program in 2002. She works with the military, other state and federal resource agencies, and consultants to assess the risks of contaminated military sites to the environment. Vicki has conducted biological resource documentation, environmental impact assessment, and restoration planning for the Department of Conservation's Office of Mine Reclamation, and as an environmental consultant. She has also used her biological expertise in land use planning for Nevada County and California State Parks.

Vicki earned a Bachelor of Science in biological sciences and a Master of Science in ecology from the University of California, Davis. She is active in the California Native Plant Society and enjoys hiking, swimming, botanizing, and playing with her dogs.

**CHRIS THIXTON, ENVIRONMENTAL SCIENTIST**

OSPR's Scientific Branch acquired **Chris Thixton** last June, from the Governor's Office of Emergency Services (OES). He is the newest member of our Los Angeles and Orange County Southern Field Response Team.

At OES Chris worked in the Disaster Assistance Division, performing programmatic closeout of the Northridge Earthquake and El Nino Floods of the 1990's. There he reviewed engineering submittals, environmental & historic reports, and project closeout costs. He also supported the regional emergency operations center during the 9/11 disaster and the Exotic Newcastle Disease proclamation.

Prior to joining state service, Chris was an environmental manager with Southern California environmental engineering firms for 12 years. He managed soil & groundwater remediation projects, prepared site assessment reports, and coordinated permitting, planning, and design of environmental projects with local and statewide jurisdictions.

Chris earned his Bachelor of Arts in geography at California State University Northridge with an emphasis in geomorphology and environmental studies, following a stint in the Air Force. When time allows, he enjoys surfing, traveling, and soccer.

About his OSPR experience, Chris says, "I am blown away by the teamwork and can-do spirit within OSPR, and especially the Southern FRT. Coming from the private sector, I appreciate the hard work and long hours that everyone puts in. Every day I am learning something new and contributing to the OSPR team. It doesn't get much better than this."



## Recent Near-Incidents

### DUKE ENERGY POWER PLANT/MOSS LANDING – 7/8/03

**Event:** 1.26 million-gallon storage tank fire  
**Product:** 450,000 gallons fuel oil  
**RP:** Duke Energy-Moss Landing Power Plant/  
EarthTech  
**Wildlife:** minimal impacts

A large storage tank containing approximately 450,000 gallons of intermediate fuel oil (IFO) #6 caught fire during a welding modification at Duke Energy's Moss Landing Power Plant, and burned for about 14 hours. The fire caused a leak in the storage tank and its outflow was controlled and collected in a large on-site containment area. Samples were collected and sent to OSPR's Petroleum Chemistry Lab for analysis. The incident is being investigated by Monterey County Fire Department, County District Attorney's Office and OSPR. OSPR Warden John Sutton was on-scene with responders ready to deploy, if oil threatened State waters.

### UPRR/DUNSMUIR – 7/31/03

**Product:** none detected in river  
**RP:** UPRR  
**Cause:** train derailment  
**Wildlife:** no known impact

A Union Pacific Railroad (UPRR) train derailed next to the Sacramento River, two miles north of Dunsmuir – near the site of a deadly 1991 metamsodium spill. DFG wardens and scientists from the Northern California -

North Coast Region responded with the Siskiyou County Office of Emergency Services, Public Health Department, and the CHP.

Fourteen cars derailed. Three covered "hopper" cars that were empty, but had recently contained ammonium nitrate, landed in the river. An empty tank car that had previously carried peanut oil was on its side near the river. The remaining eight derailed cars lay on or near the railroad tracks.

All cars were removed without rupturing. There was no visible residue in the ammonium nitrate tank cars, but water samples were taken to OSPR's Water Pollution Control Lab. They were analyzed for ammonia, nitrate, nitrite, pH, and for total recoverable petroleum hydrocarbons. Results for all were below the reporting limits. DFG responders: Lt. Rudy Arruda, Warden Rennie Cleland, Capt. Chuck Konvalin, Chief of Patrol Jim Barton, ES Jane Vorpapel, and Lt. Dave Szody.



## OWCN research grants

California's Oiled Wildlife Care Network (OWCN) is seeking pre-proposals for research investigating the effects of oil on wildlife, baseline biomedical studies and improvements to oiled rehabilitation techniques. Up to \$250,000 is available for high-quality research. The deadline for submissions is 5pm (PST), February 17, 2004.

Details and applications are on the OWCN website, at [www.owcn.org/Research.html](http://www.owcn.org/Research.html). Or telephone Lavonne Hull at 530-752-3854.



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